



# MISSISSIPPI SRTS STATE NETWORK COMPLETE STREETS FACT SHEET

## **Benefits**

- *Safety*
- *Fiscal Responsibility*
- *Health*
- *Access*
- *Quality of Life*

Complete streets are designed and operated to enable safe and convenient access for everyone: pedestrians, bicyclists, drivers, and transit users. A policy to promote and build complete streets can be adopted at a local, regional, or state level by a transportation agency, a city council, a regional planning group, or any agency involved in transportation, land use, or health.

Complete Streets have many benefits over conventional roads. These include

### ***Safety***

- Mississippi is #1 in the nation for vehicular deaths,<sup>i</sup> and every year dozens of pedestrians and cyclists are killed and many more are injured on our roads.<sup>ii</sup>
- Complete streets include design features that increase safety for all users and have been proven to decrease accident rates.<sup>iii</sup>

### ***Fiscal Responsibility***

- Road construction costs are a significant part of government budgets: MDOT spent \$500 million on new roads and \$200 million on maintenance in 2009.<sup>iv</sup>
- Complete streets ensure that our tax dollars benefit the most people in a cost effective way.<sup>v</sup> When complete streets principles are used in the design process, the result often costs about the same as an incomplete street but provides access to many more people.<sup>vi</sup>
- Complete streets will improve the economic vitality of our communities.<sup>vii</sup> Houses in walkable neighborhoods are consistently more valuable than those in places where residents can't walk or bike safely.<sup>viii</sup> Stores and restaurants in walkable parts of town pay higher rent and get higher revenues.<sup>ix</sup>

### ***Health***

- Mississippi is also #1 in the nation for obesity rates.<sup>x</sup> Complete streets give people the opportunity to walk or bike safely for recreation, exercise, and to get where they need to go.
- Studies have shown that people living in neighborhoods with complete streets are more likely to live an active lifestyle and less likely to be obese.<sup>xi</sup>

### ***Access***

- One-third of Americans do not drive.<sup>xii</sup> Children, the elderly, and people with disabilities are all at a disadvantage if they cannot use our roads safely.
- Complete streets benefit everyone in our community, not just the people who drive.

### ***Quality of Life***

- Most Americans would prefer to walk more and drive less, and a large majority of us want to live in neighborhoods with sidewalks where walking is safe, convenient, and fun.<sup>xiii</sup>

Complete streets have broad public support, and they provide a wide range of benefits in a cost effective way. If you're interested in building complete streets in your community, consider adopting a complete streets policy in your city or county, and help us encourage the Mississippi Department of Transportation to adopt one as well.

**Go to [www.completestreets.org](http://www.completestreets.org) for more information, or contact Renee Autumn Ray, Senior Planner for the City of Tupelo / Mississippi Safe Routes to School State Network, at (662) 841-6510 or [rray@ci.tupelo.ms.us](mailto:rray@ci.tupelo.ms.us).**

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<sup>i</sup> Mississippi State Department of Health. "Injury and Violence Prevention." Retrieved March 24, 2010, at [http://ems.msdh.state.ms.us/msdhsite/\\_static/43,0,98.html](http://ems.msdh.state.ms.us/msdhsite/_static/43,0,98.html).

<sup>ii</sup> Carrie Fielder, PhD, Director of Division of Injury and Violence Prevention at Mississippi State Department of Health. Email correspondence April 6, 2010.

<sup>iii</sup> National Complete Streets Coalition. "Complete Streets Improve Safety for Everyone." Retrieved March 24, 2010, at <http://www.completestreets.org/webdocs/factsheets/cs-safety.pdf>.

<sup>iv</sup> Mississippi Department of Transportation. "Annual Report FY 2009." Retrieved April 6, 2010 at <http://www.gomdot.com/home/Reports/FiscalYear/FY2009AR/Annual%20Report%202009.pdf>.

<sup>v</sup> National Complete Streets Coalition. "Costs of Complete Streets." Retrieved March 24, 2010, at <http://www.completestreets.org/webdocs/factsheets/cs-costs.pdf>.

<sup>vi</sup> National Complete Streets Coalition. "Costs of Complete Streets." Retrieved March 24, 2010, at <http://www.completestreets.org/webdocs/factsheets/cs-sosts.pdf>.

<sup>vii</sup> National Complete Streets Coalition. "Complete Streets Spark Economic Revitalization." Retrieved March 24, 2010, at <http://www.completestreets.org/webdocs/factsheets/cs-revitalize.pdf>.

<sup>viii</sup> Cortright, Joe. "Walking the Walk: How Walkability Raises Home Values in U.S. Cities," prepared for CEOs for Cities, August 2009. Flusche, Darren. "The Economic Benefits of Bicycle Infrastructure Investments," prepared for the League of American Bicyclists, June 2009.

<sup>ix</sup> Willett, Walter C. and Anne Underwood. "How Public Policy Can Prevent Heart Disease." Newsweek. February 10, 2010. Retrieved March 24, 2010, at <http://www.newsweek.com/id/233006/page/1>.

<sup>x</sup> CNN. "Mississippi Tops U.S. Obesity Rankings." July 1, 2009. Retrieved March 24, 2010, at <http://www.cnn.com/2009/HEALTH/07/01/obesity.rankings/index.html>.

<sup>xi</sup> Ernst, Michelle, and Lilly Shoup. "Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Deaths (and Making Great Neighborhoods)," prepared for the Surface Transportation Policy Partnership and Transportation for America, 2009. Jerrett, Michael, et al. "Automobile traffic around the home and attained body mass index: A longitudinal cohort study of children aged 10–18 years." Preventive Medicine, Volume 50, Supplement 1, January 2010.

<sup>xii</sup> Ernst, Michelle, and Lilly Shoup. "Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Deaths (and Making Great Neighborhoods)," prepared for the Surface Transportation Policy Partnership and Transportation for America, 2009.

<sup>xiii</sup> Belden, Russonello and Stewart. "Americans' Attitudes Toward Walking and Creating Better Walking Communities." April 2003. Retrieved March 24, 2010, at [http://www.transact.org/library/reports\\_pdfs/pedpoll.pdf](http://www.transact.org/library/reports_pdfs/pedpoll.pdf).